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Rumania

Training in the Rumanian Air Force

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THIS IS UNEVALUATED INFORMATION

1. In the past, the Air Force Training Center functioned in Tecuci. At the time, the Buzau Airport was used by the Soviet Air Force. In 1950 the Center was transferred to the Buzau Airport.
2. The Center is in charge of:
 - (1) Training pilots on the new Soviet airplanes. Those airplanes will be used by the Rumanian units in the near future.
 - (2) Flight training for the cadre, namely:
 - School for training patrol commanders
 - School for training squadron commanders
 - School for training regimental commanders
3. Starting in summer 1950, pilots from all units came to the Center. The requirements were that such pilots be selected from among those with many flying hours. They were trained by Soviet instructors on planes which were already in service of the Rumanian Air Force such as: Stormovick, Tupolev-2, Tupolev-6, YAK-11 and Lavockin-9.
4. The trained pilots became flight instructors at their own units and were in charge of training new pilots sent by the Schools of Tecuci and Focsanei. Such schools did not give flight experience to their students. The Air Force Training Center also trained its own future instructors, selecting them from among Rumanian pilots.
5. The patrol commanders, the squadron commanders and the regimental commanders are selected from among the best elements in the various air force units. They undergo a three months training period during winter in Bucharest; in summer they are sent to the Training Center of Buzau for practical courses and flights on the various types of airplanes which they will be using at the units to which they will be assigned later. These courses last two to three months. The Center's capacity is approximately 80 to 100 students.
6. Practical training schedules. For several days the technical officers explain theoretically the type of plane used for flight exercises. Next, the flight instructor describes the particular flying characteristics of the plane.
7. Flights. At the beginning, dual control flights are made. The instructors give practical advice, this completing the theoretical knowledge of the trainee. After accomplishing a certain number of dual control flights the student pilot may start

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flying on his own. The chief instructor tests the pilot before letting him fly alone. The instructor creates critical flight situations and shows the student pilot how to react in such situations.

8. Before any flights of longer duration, a detailed study of such flight is carried out in the classroom. This preliminary study lasts one or two hours.
9. In addition to the flight itself, the student pilot is taught how to work with the radio-telegrapher aboard. He has to learn also to keep constant liaison with the flight commander who directs his flights, from the airport, by means of radio.
10. After each long-range flight, a criticism of it is scheduled. The instructor and the chief instructor demonstrate the best solutions and stress the mistakes.
11. At the termination of the flying course, the pilot has to be fully trained not only in the techniques of piloting but he has to know also the guiding rules of the aerial battlefield. The pilots are considered to be prepared for combat after undergoing training at their units.
12. In summer 1952, the training center was moved to another airport, because the Buzau Airport was being enlarged and modernized.

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